REMARKS

Claims 1 to 8 and 12 are in the application.

With respect to the rejection of the claims under 35 U.S.C. 112, first paragraph, the Examiner will note that the language considered unsupported by the specification has been removed from claims 1 and 12.

With respect to the rejection of the claims under 35 U.S.C 112, second paragraph, the Examiner will note that the claims have been amended to render the terminology definite. Specifically claim 1 has been amended to make it clear that the painted areas are part of the roof. The term "directly" has been removed as mentioned above. Also, the term "especially" has been deleted. Claims 9 to 11 and 13 are deleted.

Accordingly, it is submitted that the rejection of the claims under 35 U.S.C. 112, second paragraph, should be withdrawn.

With respect to the objection to the drawings, it will be noted that, as mentioned above, the term "directly" has been deleted from claim 1 and claim 10 has been deleted. Accordingly, the objection to the drawing should also be withdrawn.

Reconsideration and withdrawal of the rejection of claims 1 to 4 and 7 under 35 U.S.C. 102(a) as being unpatentable over Reinsch, are also respectfully requested.

Applicant submits that the present invention as claimed is not rendered obvious by the reference relied on by the Examiner rejecting the claims.

In the prior art, the moveable roofs consisting of separate, rigid roof parts, as is the case, for example, in the Mercedes SLK, are completely painted. This must take place in each individual vehicle together with the respective unfinished car body if color deviations between roof and car body should be avoided. This step is time consuming and requires an intensive logistical effort in the production process, and also results in high costs.

If the roofs, on the one hand, and the unfinished vehicle bodies, on the other hand, are painted in series at different times and/or at different locations, the color deviations occur between the vehicle body and the roof mounted on the vehicle body.

In accordance with the present invention, the areas adjacent the supporting structure of the roof are painted together with the unfinished chassis. The supporting structure can be made completely uniform, for example, painted black, and can be delivered already finished and operational independently of the linings to be placed thereon, without affecting the painting line of the unfinished body in any way. Consequently, the paint application is significantly reduced and a spatial separation of roof manufacture and painting of unfinished body is possible.

The invention provides the following advantages:

- Less complicated painting in the painting line, with increased throughput;

- Roofs can be packed for shipping in boxes without individualizing them at a certain manufacturing location and can then be mounted elsewhere;
- The manufacture of the roof, on the one hand, and the assembly of the car body and painting of the car body, on the other hand, can take place completely separately with respect to space;
- When the roof is mounted and aligned on the body, no damage can occur to the painted roof parts because these roof parts are not yet mounted in that stage;
- It is possible to make available large quantities of sorted, painted areas of each color or of uncolored linings;
- If, for example, plastic parts are to be mounted, an individualized painting of the parts to be mounted on the body is entirely unnecessary.

It is submitted that the reference to Reinsch does not disclose or suggest the present invention as claimed.

In particular, the reference does not show two roof parts 3, 4; rather, in this reference, a folding roof is to be slidably guided between the outer side columns on both sides in guide rails. Such an exclusive sliding movement is only possible if the roof can be folded in the manner of a window blind. This system does not have two roof parts which are stable and can be folded against each other.

The reference also does not discuss any painted areas resulting from painting the roof parts. Such blind-type roofs are frequently manufactured in black independently of the color of the vehicle. The reference does not discuss anything with respect to painting these roof parts. The outer panels 13, the painting of which is also not discussed, are clearly not a component of the roof parts guided between the side columns.

Since the disclosure of the reference does not deal with painted areas there can also be no painted areas formed by individual, separate exterior parts. Since the outer side columns 10 are certainly never components of movable roof parts, but stay stationary themselves when the roof is moved in the guide rails, this feature would even then not be anticipated if

it were to be interpreted as including painting the outer panel parts 13.

The reference also does not disclose a frame which could be moved together with the roof parts and could support the movement of the roof parts. The side columns shown in the reference are clearly located outside of the movable parts of the roof.

The claims of the present application are also not rendered obvious by the reference to Reinsch.

The roof parts, according to the present invention, are individual parts which can be folded relative to each other; they are not components of a continuous blind-like unit. In the same manner, it should be clear that the frame can be moved together with the roof parts.

Claim 1 of the present application includes these features and, as a result, is distinguished over the art of record. Claim 1 as originally filed states that the painted areas are formed of individual, separate exterior parts and claim 1 has been

amended to include the feature according to which the roof parts cover a roof frame on laterally outer edges.

It is submitted that it is now clear what are the basic idea and the problems of the invention.

In the reference to Reinsch there is no production problem of having to provide a completely movable roof with paint during the manufacturing process. The folding roof of the reference is formed of flexible, conventional textile material and is supplied in the finished state for mounting. It is accepted knowledge that such folding roofs are uniformly black independently of the respective outer color of the vehicle.

The reference does not even remotely address the above problems in the manufacture of roofs or the teaching according to the present invention for solving these problems.

The reference also does not discuss providing outer frame parts 10 - which extend as a single part over the entire interior length and relative to which the roof can be opened and closed - with panels 13 and does not provide any indication how

a roof consisting completely of several roof parts which can be folded relative to each other can be optimized with respect to the sequence of painting steps. It is very important to know that the reference to Reinsch nowhere even mentions the terminology with respect to painting, providing with color, or the like.

Reconsideration and allowance of the present application are respectfully requested.

Any additional fees or charges required at this time in connection with this application may be charged to Patent and Trademark Office Deposit Account No. 11-1835.

Respectfully submitted,

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CERTIFICATE OF MAILING

I hereby certify that this correspondence is being deposited with the United States Postal Service as first class mail in an envelope addressed to: Commissioner for Patents, PO Box 1450, Alexandria, VA 22313-1450, on January 31, 2008.

By: _____ Date: January 31, 2008
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